

Notices to Consignees.

WARRACK LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP LENOX.
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF and GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. The Goods have been admitted at the Customs and are subject to the usual duties. Goods remaining undelivered after the 5th Proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Proximo, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILL & Co., Agents.

Hongkong, June 28, 1897. 1280

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MIRZAPUR.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF and GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:-

From London, &c., ex s.s. *Palatia*.

From Australia, ex s.s. *Ocean*. From Persian Gulf, ex s.s. *Paradia* and *Kissa*.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Goods not cleared by the 3rd July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, June 27, 1897. 1281

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Santa*, Captain T. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF and GODOWN CO., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th June.

No Fire Insurance has been effected.

SEMMSEN & Co., Agents.

Hongkong, June 26, 1897. 1263

GLEN LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship *Glenn*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF and GODOWN CO., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 5th July will be subject to rent.

No Fire Insurance has been effected.

Claims for damages and/or shortages not later than the 12th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, June 28, 1897. 1282

IMPORTANT TO KOWLOON RESIDENTS.

I have the pleasure to inform the RESIDENTS of KOWLOON that I will commence supplying Fresh Meat, Vegetables and other Articles in the line of a Commissioned Store from 1st July. As regards the supply of fresh Meat, I have made special arrangements with the well-known HONGKONG BUTCHERY. Due care and attention will be paid to the quality of Goods and accuracy of weights. Pass Books and Price Lists will be forwarded on application.

H. RUTTONJEE.

1280

GRIMAULT'S SYRUP

OF HYPO-PROSPHATE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PROSPHATE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly, as is demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. S. Watson & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & KOOCOW.

The Co.'s Steamship *Namoa*, Captain Hall, will be despatched for the above Ports TO-MORROW, the 1st July, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, June 30, 1897. 1296

GLEN LINE OF STEAM PACKETS.

FOR SHANGHAI, NAGASAKI, AND VLADIVOSTOCK.

The Steamship *Glenn*, Captain H. Webster, will be despatched as above on THURSDAY, the 1st July, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, June 28, 1897. 1240

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

The Co.'s Steamship *Higo Maru*, Captain H. Walter, will be despatched as above on FRIDAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 19, 1897. 1229

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Mike Maru*, Captain P. H. Goins, will be despatched for the above Ports on FRIDAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 25, 1897. 1267

NAVIGAZIONE GENERALE ITALIANA

(FLORENCE & RUBATINI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports, up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Letimoro*, Captain Belisario, will be despatched as above on SATURDAY, the 3rd July, at 4 p.m.

At Bombay the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, June 26, 1897. 1272

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

The Co.'s Steamship *Shantung*, Captain Franzmann, will be despatched as above on SATURDAY, the 3rd July.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 29, 1897. 1251

'BEN' LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship *Benedict*, Captain Farquhar, due here on or about 10th June, will have quick despatch as above.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 31, 1897. 1036

NIPPON YUSEN KAISHA.

JAPAN BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship *Yamato Maru*, Captain R. Nuxon, will be despatched for the above Ports on TUESDAY, the 6th July, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 30, 1897. 1225

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Fortuna*, Captain H. Webster, will be despatched as above on or about the 10th July.

To be followed by The Steamship *Frey*, about 25th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 19, 1897. 1251

Shipping.

Steamers.

'SHELL' LINE OF STEAMERS.

FOR MARSEILLES.

The Co.'s Steamship *Prize*, Captain N. Hocken, will be despatched as above on THURSDAY, the 1st July.

For Freight, apply to ARNHOLD, KARBBERG & Co., Agents.

Hongkong, June 25, 1897. 1256

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA).

The Co.'s Steamship *Hohenzollern*, Captain H. Blecker, will leave for the above Ports on or about FRIDAY, the 2nd July.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, June 26, 1897. 1277

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Sachsen*, Captain H. Schaper, due here with the outward German Mail about the 1st July, will leave for the above Place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, June 26, 1897. 1278

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship *Garnthorpe*, Captain Sir C. C. C. will be despatched for the above Port on or about the 12th July.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 30, 1897. 1211

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Victor*, Captain H. B. B. will be despatched as above on SATURDAY, the 3rd July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 24, 1897. 1252

'SHIRE' LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

The Co.'s Steamship *Madagascare*, Captain F. Davies, will be despatched for the above Ports on or about the 10th July.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 30, 1897. 1268

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Ernest Simon*, Captain MAUREAU, will be despatched for the above Ports on or about MONDAY, the 5th July.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, June 28, 1897. 1298

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, MASSANA, SUEZ, PORT SAID, BRINDISI, VENICE, FLORENCE & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC AND SOUTH AFRICAN PORTS.)

The Co.'s Steamship *Marquis Bachstein*, Capt. G. WALLUSCHNIG, will be despatched as above on the 6th of July.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, June 29, 1897. 1297

Sailing Vessels.

FOR NEW YORK.

The 100 A.T. British Ship *Clan Macdonald*, Captain Iddes, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBBERG & Co., Agents.

Hongkong, June 12, 1897. 910

FOR SAN FRANCISCO.

The 100 A.T. British barque *Heathcote*, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 10, 1897. 1210

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for HONGKONG, CHERPOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Tantalo*, Captain HANSEN, will be despatched as above on FRIDAY, the 2nd July.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 29, 1897. 1260

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, LONDON, HAVRE, BREMEN, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, and other Continental Ports, RIVER PLATE, &c.)

The Co.'s Steamship *Ballinacorney*, Captain H. L. Allen, Commandant, will be despatched as above on or about the 13th July.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, June 25, 1897. 1261

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

The Co.'s Steamship *Yamaguchi Maru*, Captain A. E. Mossa, will be despatched as above on FRIDAY, the 16th July, at 4 p.m.

Consular Invoices of Goods for the United States should be in Quadruplicate, and one Copy must be mailed by the 8 a.m. to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 25, 1897. 1263

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.

The Co.'s Steamship *Habata Maru*, Captain R. Niverson, will be despatched as above on THURSDAY, the 2nd July, at Noon.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers, and is lighted by Electricity throughout. A duly-qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 25, 1897. 1262

NOTICES.

KEATING'S POWDER.

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UNEXPECTED HUMOUR.

is north while to extract from this

THE RAILWAY FROM PEKING TO TIENTSIN.

Tientsin, June 15.

Your correspondent has been somewhat negligent of late, dependent on the fact that he has been absent most of the time since his last writing. It would take too much time to write up all that might be written of presumable interest to some of our readers, and moreover much of it would be stale news very quickly. Before referring to the excitement prevailing here at present, let one or two other matters be mentioned, connected with the new railway over which road I had the pleasure, or otherwise, of passing. My travelling party, consisting of myself, a friend, and a train to Tientsin, consisted of a boat from Tungchow. It is not necessary to describe the cart ride of 60 or 70 li from Tungchow over bad roads—through the southern city of Peking because there was, as the carters said, no other means of escape to the nearest available station of Peking, south of Peking, distant some five or six miles from the gate near which the Peking station is to be. Suffice it to say that it was tedious and tiresome, and occupied about nine hours' time.

THE WESTERN SECTION.

About 100 carts were gathered about the station, which is only partially complete as yet. So many were the carts and riggers, that there is hardly place had a very hazy appearance. The station is in the open, the nearest village being some distance away. But the country seems well-cultivated, and to have a rich and productive soil. The road passes through a series of small capital is one of the richest and best cultivated spots I have seen in a long time. But all this was sadly changed soon after leaving Feng'ui. For miles the road passes through as desolate, arid and dreary a country as one need wish to see—hardly a patch of green vegetation, and the villages in sight are far and far away. Some of the Imperial grounds are near at hand, but there is little to be seen of them from the cars. A short distance from Feng'ui the road, which at that point had been nearly S. W. and N. E., turned to the north, and ran straight towards the S. E., showing that the line was far from a direct one from Tientsin to Peking. A story is told of a former Russian Emperor, that after expert engineers had laid out the line of railway between Moscow and St. Petersburg, touching all the points of interest, he took the map of the road, when placed before him, laid a ruler upon it and drew a straight line between the two points, and signified that this was the line of the road. It is a pity some one could not have dealt with this road in the same manner. If it would have shortened the distance to Peking considerably, the road would have passed through a better country and nearer some important towns, and also have been in the interest of trade-development as well. As it is, the western half of the road is little better than a waste and thoroughfare. The entire distance it appears to have been an object to avoid all towns and villages as much as possible. One cannot help wondering what the object of the road is, for it appears not to be in the interest of trade, other than between the termini.

THE EASTERN SECTION.

Passing the desert stretch, the road enters a country where the folds spread out on either side apparently reaching to the horizon. It reminds one of the great prairie fields in the States. The wheat was in fine condition apparently, promising a good yield. Crossing the Pihou near Yangt'sun, the country on the eastern side of the river is fertile and productive again, but much less desirable than that of the western end of the road.

THE STATION HOUSES.

Along the road, about 10 miles apart, are all after the same model, and practically the same size and giving the same accommodations, but vary in the architectural application of the plan according to the taste of each section master. The result is a little better than the same and throughout a pleasing feature, and distinguishes the stations from each other.

THE BRIDGES.

There are a great many small bridges, necessitated by the low country and the annual flooding, which made provision for water escape imperative if the road was not to be badly washed out every year. The principal bridge is across the Pihou. Unluckily, this bridge is so low that in ordinary high water, the greater part of the boats plying on the river will not be able to pass. This seems to be most culpable thoughtlessness, to say the least; it should have been placed several feet higher sufficiently so to allow boats to pass at all stages of the water; or three or four feet above a draw-bridge. River traffic should not have been so interfered with.

THE ROAD.

is new, is not yet fully open to passenger traffic, and all trains do more or less of construction work of necessity: yet I was surprised at the comfort and speed with which the trip from the Feng'ui station was made. The ride took only four hours as may be judged from the conditions, but when the road is in full working order, and will be a great boon to the travelling public between the East and the Capital.

N. O. Daily News Cor.

New Piano and Organ Repairing Materials and Machinery just to hand; also the latest Music, W. Robinson & Co.

* HAVE YOU any bicycle boots? asked the New York girl; entering a Boston store. "No, miss," replied the salesman, adjusting his glasses; "I was not aware that bicycle boots were bloomers. I can show you some nice patterns for ladies who ride bicycles."

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1897-9.

The difference of the tide is Low Water Ordinary Spring Tides, the mean sea level found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft 7 in., and on the gauge at Lamcock Dock, Aberdeen, add 13 ft, 9 in. to the height given in the table.

1st to 7th July.

HIGH WATER.				LOW WATER.			
Day	Hour	Hongkong Time.	Height.	Day	Hour	Hongkong Time.	Height.
Mon.	1	5 50	6.0	5	5	5 00	6.1
Tue.	8	11 02	6.1	6	4	4 51	6.2
Wed.	5	10 10	6.2	7	3	3 59	6.3
Thurs.	3	10 16	6.3	8	2	4 48	6.4
Fri.	2	11 04	6.4	9	1	5 46	6.5
Sat.	1	11 16	6.5	10	0	6 43	6.6
Sun.	0	12 04	6.6	11	0	7 39	6.7
Mon.	0	12 16	6.7	12	0	8 36	6.8
Tue.	0	12 28	6.8	1	0	9 32	6.9
Wed.	0	12 40	6.9	2	0	10 28	7.0
Thurs.	0	12 52	7.0	3	0	11 24	7.1
Fri.	0	13 04	7.1	4	0	12 20	7.2
Sat.	0	13 16	7.2	5	0	1 16	7.3
Sun.	0	13 28	7.3	6	0	2 12	7.4
Mon.	0	13 40	7.4	7	0	3 08	7.5
Tue.	0	13 52	7.5	8	0	4 04	7.6
Wed.	0	14 04	7.6	9	0	5 00	7.7
Thurs.	0	14 16	7.7	10	0	5 56	7.8
Fri.	0	14 28	7.8	11	0	6 52	7.9
Sat.	0	14 40	7.9	12	0	7 48	8.0
Sun.	0	14 52	8.0	1	0	8 44	8.1
Mon.	0	15 04	8.1	2	0	9 40	8.2
Tue.	0	15 16	8.2	3	0	10 36	8.3
Wed.	0	15 28	8.3	4	0	11 32	8.4
Thurs.	0	15 40	8.4	5	0	12 28	8.5
Fri.	0	15 52	8.5	6	0	1 24	8.6
Sat.	0	16 04	8.6	7	0	2 20	8.7
Sun.	0	16 16	8.7	8	0	3 16	8.8
Mon.	0	16 28	8.8	9	0	4 12	8.9
Tue.	0	16 40	8.9	10	0	5 08	9.0
Wed.	0	16 52	9.0	11	0	6 04	9.1
Thurs.	0	17 04	9.1	12	0	7 00	9.2
Fri.	0	17 16	9.2	1	0	7 5	

UNEARTHED HUMOUR.

It is worth while to extract from this dreary dustbin of the Parliamentary reports such a bit of bright and humorous criticism as that of Mr Leighton on the Report of the Welsh Land Commissioners on Wednesday afternoon.

Mr. Leighton believed that he was the only man in the House who had read the report—(‘Oh,’ and laughter)—and was certain that no one had done so who had not to very ample leisure. It was written in seven languages—(laughter)—Greek, Latin, French, German, Italian, Celtic, and a little English—(laughter)—and still the wonder grew that nine small heads could carry all they knew.’ (Loud laughter.) The first recommendation of the Commission was that her Majesty should put the Record Office under a committee; there was not a single Welsh manuscript in the office. (Laughter.) The report then dealt at length with ‘guidels’ and ‘preguidels’—(laughter)—giving the philological derivations of the terms, and he failed to see the relation between comparative philology and the duty of some foundation class to a comparison of the relative morality of the Celtic and Roman races—(laughter)—obtained from a personal inspection of the tombstones in the grave-yards in Wales. (Loud laughter.) The Commissioners then passed to the laws of Howell the Good which were made in the year of the important discovery that no value was set on a hare in those days—(laughter)—because the hare had two sexes, which changed every month. (Loud laughter.) If the Commissioners could show that this applied to higher animals in Wales they would have established a new record. Then they came to a story about drunk, drawing a fine distinction between being drunk or getting drunk and being found drunk. (Laughter.) They gave a long disquisition on the way that the Welsh spent their Sunday, ending by a description of a religious revival in those parts. ‘Existing society would be a vivid collection of things invisible, or uncontrollable terror by discovery of their lost condition.’ (Laughter.) All this was very interesting, and applicable to the point they were considering. Then he came to what he hoped would be an occasion for displaying a character more suitable for a statesman. In the King and Queen of England is vested the eminent domain or paramount ownership of the soil; an estate is an economic unit, an industrial and organic entity, having a life of its own. All this was very helpful. (Laughter.) On wages we heard that a Professor Walker or Riccardo’s ‘Theory of Rent,’ and there was a whole chapter on John Stuart Mill’s ‘Political Economy.’ (Laughter.) The first great conclusion of the Commission was that the agricultural conditions were identical in England and Wales, and that rents were identical, and that Welsh rents had not been reduced in proportion to their reduction in England. These, he submitted, were all misrepresentations of facts. The Bill would abolish freedom of contract, which was the mainstay of industrial enterprise, and therefore would ruin Wales, and deprive the Government of the means of raising the price of its capital. Its effects would be to raise the rents in Wales on all those estates where the rents were below the average, and to cause widespread alarm throughout the Principality. The grievancee were foreign competition since 1871, unfair local and foreign trade, defective railways, inadequate means of transport, and the amendment of the Agricultural Holdings Act. But all these were ignored in the Report of the Commission, and, in place of them, they had such sententious commonplaces as these:—‘The principal lesson to be learnt from the theory of mankind and the observation of society at the present time is that, by the application of practical intelligence to the stored-up treasures of knowledge, and by skillful organisations, casualties may be diminished, and their results minimised.’ (Laughter.) A schoolboy would be begged for writing such a sentence, and it would do him harm. They said, ‘We represent to your Majesty that the Welsh people are a specially interesting portion of your Majesty’s subjects, and “please your Majesty, they are stout valiant courteous, hospitable, temperate, ingenious, capable of all good arts, lively and active, cheerful and devoted to piety, religious preservers of their country and genealogy, as they are valiant and knowing in religion.”’ (Loud laughter.) Was there ever such a report presented to Parliament? Was ever such a hotch-potch of pedantic irrelevances composed by ‘our trusty and well-beloved’ (Laughter), and could some spiteful fellow say ‘I’m not to see themselves as others see ’em.’ But, if presented with a pier glass, they would only turn their backs, and some of them belonged to that hopeless family whom Mr Bunyan described as ‘Hailing from the town of Stupidity, which layeth hard by the city of Destruction.’ (Laughter and cheers.)

W. ROBERTS & Co., Piano and Musical Instrument Manufacturers, Artists, Workshops and Factory, Duddell St.; Show Rooms Queen's Road Central.

“WHEN I was first married I thought my wife was the only woman on earth.” “How do you feel about it now?” “Well, there’s our cook!”

A WONDERFUL MEDICINE.

BEECHAM'S PILLS.

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CHINA COAST METEOROLOGICAL REGISTER.

June 29th.—at 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Clouds.	State.
Wl'oostok.							
Tokio.....							
Kobe.....							
Nagasaki..							
Kagoshima							
Guiafui....							
Sharp Pk... 29.65	76	86	E	4	o		
Amyoy.....							
Swatow....							
Canton.... 29.65	82	79	E	1	o		
Hongkong 29.64	74	88	ESE	4	o		
Vict. Peak .. 29.61	74	88	ESE	4	o		
Gap Rock 29.61	74	88	ESE	4	o		
Macao..... 29.61	70	88	ESE	1	o		
Haiphong.. 29.68	79	95	o	r			
Bolnaso.... 29.65	88	80	SW	2	o		
Manila.... 29.72	88	78	SW	3	o		
O.S. James ..			SW	6	t		

June 29th.—at 10 A.M.

Station.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Clouds.	State.
Wl'oostok.							
Tokio.....							
Kobe.....							
Nagasaki..							
Kagoshima							
Guiafui....							
Sharp Pk... 29.67	74	80	NWS	3	o		
Amyoy.....							
Swatow....							
Canton.... 29.65	79	64	E	2	o		
Vict. Peak .. 29.61	74	88	ESE	3	o		
Gap Rock 29.64	81	88	ESE	1	o		
Macao..... 29.61	81	89	E	1	o		
Bolnaso.... 29.71	84	87	SEW	2	o		
Manila....			SW	6	t		
C.S. James ..			SW	6	t		

On the 30th at 11.25 a. The Barometer has risen decidedly in the neighbourhood of Hongkong, fallen in the South. The depression, which probably remains trough-like in character, seems to be lying across the China Sea in a lower latitude than yesterday. Forecast.—Fresh N.E. and E. winds; changeable, unsettled.

F. G. FRAS, Acting Director.
Hongkong Observatory, June 30, 1897.

JUST PUBLISHED—Price, 50 Cents.

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Burmah, Siam, China, Japan,
Ceylon, &c., &c.

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and family Mr A. G. Stokes
Mr A. Finke Mr and Mrs J. P.
Mr M. E. Feal Rhona and child
Mr and Mrs Q. Von Roy Vallant
dar Herde and child

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Sailing Vessels.							
Bidston Hill	2 k	Tait	Br. 4m. bk.	2343	June	6	Standard Oil Co.
Beunel	2 c	Frampton	Brit. bge.	1659	April	9	Standard Oil Co.
Clan Mackenzie	2 k	Edes	Brit. sh.	1539	June	11	Arnold, Kargberg & Co.
Lucas	3	Stahl	Amer. a. 1 1/4	1439	April	12	Dudwell, Carill & Co.
Lacy A. Nickels	2 k	Nichols	Brit. bge.	1380	May	24	Standard Oil Co.
Orieut	2 k	Fornall	Swed. str.	300	June	23	Wieler & Co.
Rose	3	Gurriel	Brit. bge.	733	May	19	Sensen & Co.
Tordale	3	Brichmann	Br. 4m. bk.	2184	Feb.	6	Standard Oil Co.
West York	5 k	Bri. bge.	684	Oct.	18	Order	

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacort	despatch-veasel	1700	10	3000	Commander Smith-Dorrien	Nagasaki
Algerine	1050	6	1-0		Commander E. S. Domville	Shanghai
Archer	cruiser 3rd class	1770	6	3500	Comd. C. J. Ringmill	Foochow
Centurion*	twincreeper battle ship	10,500	14	13,000	Captain Spencer H. Login	Nagasaki
Daphne	aloop	1153	8	2000	Commandant Galloway	Shanghai
Esk	g-bt. 3rd class coast defence	363	2	200	Lt.-Com. Chadwick	Bankow
Firebrand	gunboat 2nd class	458	2	300	Lieut.-Com. Vernon Maud	Hongkong
Grafton	twin-screw cruiser, 1st class	7350	12	12,000	Captain E. P. Jones	Nagasaki
Handy	torgedo boat destroyer	263	6	4000	Lieut. A. Gillespie	Yokohama
Hart	torgedo boat destroyer	269	6	4000	Lieut. H. F. Shakespeare	Nagasaki
Hammer	storeship	16-0	—	8-0	—	Hongkong
Immortalite	armoured cruiser, 1st class	5600	12	8500	Captain Edward Olchester	Port Hamilton
Ipighenia	cruiser 2nd class	3600	8	900	Capt. L. T. Dudding	Singapore
Lanet	gun-veasel 2nd class	756	2	810	Captain W. C. Sparkes	Yokohama
Narcissus	armoured cruiser, 1st class	6600	12	8600	Captain Wm. G. O'Conry	Port Hamilton
Peacock	gunboat 1st class	770	6	1200	Lieut. P. S. S. John	Tokio
Phoenix	aloop	1050	6	1400	Capt. O'Conrns	Hongkong
Plancy	gunboat 1st class	770	6	1400	Lieut. Dormer	Singapore
Plume	cruiser 2nd class	3600	8	9000	Capt. A. C. Corry	Singapore
Proter	gunboat 1st class	755	6	1300	Lieut. Spencer V. Y. de Horsey	Hongkong
Rainbow	cruiser 2nd class	3600	8	900	Capt. V. A. Tisdall	Yokohama
Savitor	gunboat 1st class	771	6	1200	Lt.-Com. Hon. G. A. Harding	Hongkong
Redpole	gunboat 1st class	805	6	1300	Lieut.-Com. E. H. Grafton	Shanghai
Swift	gun-veasel 2nd class	750	2	870	Capt. R. K. McAlpine	Hongkong
Tamar	ex-transport	2047				Hongkong
Tweed	g-bt. 3rd class coast defence	363	2	200		Hongkong
Undanted	cruiser	6500	12	8500	Capt. A. C. Clarke	Hongkong
Victor Emanuel	convoying ship	5157	14	—	Commanders S. Holland	Kowloon
Victor	coast defence ship, armoured	2760	4	1090		Hongkong

Name.	Flag and Rig.	Tons.	Guns.	R.P.	Captain.	Where.
Admiral Korneloff	Russian cruiser	1560	16	9000	Captain Moles	Chefoo
Admiral Nakhtoff	Russian cruiser	7781	18	6000	Captain Kasherbrinoff	Yachio
Africa	Portuguese transport	1993	2	750	Capt. Antonio Sargio de Souza	Yokohama
Alcot	Russian gunboat	810	2	750	Captain P. Widius	Manila
Avonca	German cruiser	1647	6	930	Captain Becker	Batavia
Argos	Spanish gunboat	508	2	600	Commander R. Cabezas	Manila
Aspi	French gunboat	475	3	450	Commander Journe	Batavia
Bayard	French flagship	704.0	12	4500	Commander Joannet	Manila
Beg	Portuguese gunboat	400	3	400	Lt. Comdr. Jose dos Reis	Kobe
Bubrs.	Russian sloop	960	2	1150	Captain Bonham	Nagasaki
Boston	U. S. cruiser	3696	6	370	Capt. P. Widius	Nagasaki
Castilla	Spanish cruiser	3261	6	4400	Capt. A. Martin de Oliva	Manila
Cebu	Spanish troopship	532	2	600	Lieut. A. Barrera	Manila
Comete	French gunboat	495	3	600	Capt. Simon	Shanghai
Cornuot	German cruiser	1640	8	2800	Capt. Bruzatis	Shanghai
Dascartes	French cruiser	3388	14	870	Capt. Berzard	Singapore
Detroit	U. S. cruiser	2290	9	5400	Capt. Reiser	Singapore
Dimitri Donakof	Russian cruiser	6303	16	7000	Captain Withforth	Manila
Don Juan de Ulloa	Spanish cruiser	1200	4	1283	Com. E. Robion	Manila
Edairour	Spanish cruiser	1130	4	1600	Commander J. de la Concha	Manila
Eclairer	French cruiser	1658	8	2050	Capt. Tazier	Nagasaki
Elcano	Spanish gunboat	560	3	800	Lieut. Com. F. Escudero	Manila
Gaidamak	Russian gunboat	500	9	3000	Capt. Serebrennikoff	Manila
General Alava	Spanish troopship	1200	2	1000	Capt. B. Angres Trujillo	Manila
General Lezo	Spanish gunboat	520	3	600	Lieut. Com. R. Benavente	Nagasaki
Gremiatzky	Russian gunboat	1480	3	2000	Capt. Bouchardot	Manila
Hene	German cruiser	1640	8	2800	Commander du Bois	Yokohama
Isla de Cuba	Spanish protected cruiser	1048	4	2200	Commander D. Regalado	Manila
Isla de Luzon	Spanish protected cruiser	1048	4	2200	Commander P. Barreto	Manila
Kaiser	German flagship	7077	16	6700	Captain Zoye	Manila
Korejets	Russian sloop	1200	9	2100	Capt. Lindstrom	Yokohama
Kreutzer	Russian sloop	1652	9	1800	Capt. Ivisack	Manila
Lion	French gunboat	500	2	500	Lieutenant Ganohet	Manila
Maachia	U. S. cruiser	1200	8	1600	Commander Mackenzie	Manila
Manila	Spanish transport	1900	2	750	Lieut. Com. J. J. Ozamiz	Manila
Manidhur	Russian sloop	1900	3	1400	Commander Kacholoff	Manila
Marches du Dauro	Spanish gunboat	1200	2	550	Lt.-Com. E. Morane de Guerra	Manila
Melecozey	U. S. sloop	1970	6	390	Com. O. W. Escobedo	Manila
Olympic	U. S. flagship	3500	14	17,385	Captain J. J. Bond	Manila
Oswegoy	Russian gunboat	1480	2	8000	Captain Radloff	Manila
Pandit Asora	Russian cruiser	6000	15	8000	Captain Varenkus	Manila
Panther	Austrian cruiser	1640	7	8000	Commander Koppel	Manila
Pascal	French cruiser	3988	14	8500	Commander Woods	Manila
Petrel	U. S. cruiser	850	4	1500	Lieut. Commander Vidal	Manila
Pluvier	French gunboat	645	2	400	Captain Thiele	Manila
Prinzess Wilhelm	German cruiser	4400	12	8000	Capt. L. Cadarno	Manila
Reina Cristina	Spanish cruiser	3500	6	2800	Comdr. Rodionoff	Manila
Ruth	Russian flagship	10,923	20	12,400	Captain Burrand	Manila
Silveto	Russian gunboat	950	2	775	Captain Astronoff	Manila
Sivooch	Russian cruiser	890	2	1150	Commander F. Reboul	Manila
Surprise	French gunboat	859	2	900	Commander Joutier	Manila
Talisco	Spanish gunboat	4158	3	1800	Capt. Rogila	Manila
Vipore	French gunboat	425	2	800	Commander Stratton	Manila
Vladivostok	Russian gunboat	500	11	8500	Commander Vanderschoff	Manila
Volkovica	U. S. cruiser	1700	6	3850		Manila
Vladivostok	Russian cruiser	1300	6	1150		Manila

Merchant Vessels in Hongkong Harbour.

No. A
129.—Aberdeen, Paper Mills Office.
130.—Aberdeen, Paper Mills.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.
147.—Babington, A. Residence.
167.—Bailey's Engineering Agency.
168.—Beck, J. M., Residence.
143.—Bell Asbestos Co.
172.—Benjamin S. S., Residence.
148.—Benjamin, Kelly & Potts.
70.—Boormann C., Residence.
65.—Blackhead & Co.
13.—Blackhead, F., Residence.
13.—Boeing, G. D., Residence.
56.—Bradley & Co.
154.—Brick Co., Deep Water Bay.
122.—Burnie, & Goddard, Agents.
3.—Buttnerhoff & Swire, Pest Residence.

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 On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.—
 For 3 months 2½ per cent. per annum.
 " 6 " 3 " " "
 " 12 " 4 " " "

T. JACKSON,

divided into eleven Sections, commencing from
 long shore A., and those in the body of the
 res denoting the sections.

75.—Caldbeck, Messengers & Co.
49.—Canadian Pacific Railway Co.
126.—Canton Insurance Co.
133.—Carlowitz & Co.
111.—Carmichael & Co.
134.—Carmichael H. F., Residence.
152.—Chai On Insurance Co.
128.—Chan Chay, Residence.
22.—"China Mail" Office.
180.—China Merchants Office.
180A.—do. Godown.
72.—China Sugar Refinery, East Point.
71.—do. do. Town Office.
100.—Chow Tung Sang, Residence.
183.—Cobbold, Row R. F., Residence.

CLUBS.

11.—Club Germania.
11.—Club, Hongkong.
116.—Do. Lustrano.
10.—Do. Pank.
—

168.—Colonial Secretary.
3.—Commodore's Residence, Peak.
153.—Conn. Union Assurance Co.
77.—Compradore, D. Laprak & Co., Office
88.—do. do. Residence
78.—Cousins, J. B. Office.
D

12.—"Daily Press" Office.

Chief Manager.

Hongkong, April 10. 1897. 368

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL..... £1,500,000.
SUBSCRIBED CAPITAL..... £ 500,000.

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CHAN KEE SHAN, CHOW TUNG SHANG,
Esq. Esq.
HONG HAI CHUEN, Esq.
Esq. *Chief Manager.*
Geo. W. F. PLAYFAIR.
Interest for 12 months Fixed 6 %.
Hongkong, October 28. 1894. 171

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
— HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000

Agents.	Destination.	Remarks.
Do. & Co.	Yokohama	July 4
Do. & Co.	San Francisco	July 4
Do. & Co.		July 4
Do. & Co.		
Do. & Co.	Bangkok	
Do. & Co.	Shanghai	

56.—Dairy Farm Office.
67.—Dairy Farm, Pok-fok-lum.
121.—Danby, W.
122.—Davis, A. J., Residence.
60.—Davis, Co.
123.—Detective Dept., (Chinese).
25.—Dock, Aberdeen.
20.—Duck Co.
DOCTORS.
80.—Dr. Atkinson, Residence.
165.—Dr. Black, Residence.
2.—Dr. Hartigan, Steadman and Remond.
23.—Dr. Jordan, Office.
43.—Do. Residence.
169.—Dr. Paulin Office.
127.—Dr. Paulin, Residence.
162.—Dr. Rennie, Residence.
63.—Dr. Smart, Residence.
162.—Dr. Thomson, Office.
163.—Do. Residence.
41.—Dodwell, Cartill & Co.
17.—Douglas Lapraik & Co.

RESERVE FUND £500,000
 RESERVE FUND £375,000

INTEREST allowed on Current Accounts
 at the rate of 3 % per annum on the
 Daily balance.

On Fixed Deposits for 15 months 4 %
 " " " 6 " 8 1/2
 " " " 3 " 2 1/2

T. H. WHITEHEAD,
 Manager,

Hongkong, June 2, 1897. 846

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
 ducted by the HONGKONG AND
 SHANGHAI BANKING CORPORA-
 TION. Rules may be obtained on ap-
 plication.

Kaisha	Haiphong
Kaishia	Yokohama
Kaishia co	Straits and B Hoihow
l & Co.	Kobe
Kaisha	Bangkok
Swire	Coast Ports
Ship Chan	
ers & Co.	
S. Co.	
Swire	
l & Co.	
l & Co.	
Co.	Europe, &c.
Swire	
g & Co.	
Kaisha	
ason & Co.	

TIONS—JUNE 30, 1897.				
	Value.	Par-	Closing Quotations,	
		paid.	Cash.	
\$	12½	all	183	prem.—\$360.00, sale
\$	6			nom.
\$	8		2	210.00.
\$	1		1	126. buyers
\$	10		8	\$23, sale and buyers
\$	250		50	\$189, sale and sellers
\$	83.33		28	\$77, sales
\$	100		23	119. 190
\$	100		20	\$18, sales and sellers
\$	250		50	\$235, sale and buyers
\$	150		60	\$155, sellers
\$	100		20	\$103, sales and buyers
\$	250		50	\$533
\$	12½	all	240	prem.—\$425, sales

INTEREST on deposits is allowed at
3½ PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1885. 151

Intimations.


WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the

Co. Co. Co. berg & Co. ill & Co. Co. Co. Co. Co. Co.			
China Station.			
Captain,		Where at.	
Commander Smith-Dorrien Commander R. B. Donville and C. J. Kingsmill Lieutenant C. J. Kingsmill		Nagasaki Shanghai Foochow Canton	

50	all	\$76, sales
50	all	\$66, sales
15	all	\$836, sales and buyers
10	all	\$496, sales
10	all	\$7, buyers
10	all	\$2.10
10	all	\$2.10
100	all	\$143, buyers
100	all	\$50, sellers
100	all	\$67, sales
80	all	\$73 \$44, buyers
100	50	\$77, sales and buyers
50	30	\$19, sales
10	fill	\$9, sales
50	all	\$223, sales and buyers
100	all	\$115, sales

elegant Building known as 'CON-
 NAUGHT' HOUSE, offers First-Class Accommodation to Residents and Travellers.
 Passenger Elevator, from Entrances. Has
 to each Floor, in charge of experienced
 Attendants.
 Favourable Arrangements made for
 Families and for Monthly or Extended
 Periods.


 P. BOHM,
 Proprietor and Manager.
 Hongkong, November 24, 1894. 1894

NEW VICTORIA HOTEL.
ROTISSERIE,
Mais à la Carte.
CHOPS, STEAKS, etc., etc., at all
 times, between 7.30 a.m. and 11.

[illegible]

000	5	all	\$2.30, sales
000	4	all	\$2, buyers
000	500	all	\$100, sellers
000	1	all	\$2.00, buyers
000	1	all	\$2.20, buyers
000	1	13/10	\$29
000	5	6	\$21
000	5	2	\$62, buyers
000	5	1	\$6
000	5	5	\$6
000	50	all	\$500.
000	50	all	in liq.
000	50	all	\$48, sellers
000	10	all	\$12, buyers
000	5	all	in liquidation
000	10	all	\$110, buyers
000	10	all	\$7.25, ex div.
000	10	10	\$36, sales and sellers

Monthly Boarders at Moderate Rates
Madar & Farmer,
Proprietors.
Hongkong, September 3, 1896. 17

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed
HOTEL, situated at a height of 4,300
feet above sea-level, has just been thoroughly
re-decorated, renovated and re-furnished
and a NEW WING has been built, which
commands magnificent Views of the Har-
bour and mainland of China.

For further Particulars, apply to
THE MANAGER,
New Victoria Hotel

Captain.	Whse.
Captain Molas	Chefoo
Captain Kasherlinoff	Macao
Cpt. Antonio Sargio de Sousa	Yokohama
Captain Farnego	Yokohama
Captain Becker	Manila
Commander R. Cabera	Kobe
Commander Journe	Manbo
Commander Jeanett	Nagasaki
Command. Jose dos Reis	Nagasaki
Captain Botman	Nagasaki
Captain F. Wides	Nagasaki
Captain F. Werdine Oliva	Nagasaki

0000	151	\$9, sellers
0000	15 15/16	\$24, sellers
0000	10	\$15, sales
0000	20 1/2	\$28
0000	50	\$33, buyers
0000	7 1/2	6 3/8
0000	25	\$113, sales
0000	50	\$173, sellers
0000 Tls.	100 Tls	Tls. 115, sellers
0000 Tls.	100 Tls	Tls. 122
0000 Tls.	100 Tls	Tls. 125
0000	25 1/2	26 3/8
0000 Tls.	500 Tls	Tls. 650

Value.	Interest.	Quotation.
Tls. 250	annum 10 % prem.	

G. STOKER, Share-broker.

Hongkong, November 24, 1896.

THOMAS'S GRILL ROOM

THIS Establishment has undergone extensive alterations. The DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two New American and French Tables) being added to the Hotel.

A French Chef having been engaged the Cuisine will be second to none.

ROOMS FOR PRIVATE DINNERS.

Entrances:—for House Lane, Queen's Road, and Duddell Street.

FREDERICK BISHOP
Manager,
THOMAS'S GRILL ROOM.

Capt. A. Estrera	Mani
Capt. Simon	Shan
Capt. Brussatis	
Capt. Buzzard	Shan
Capt. Berrington	Sing
Capt. William Withhoff	
Capt. E. Reiter	Man
Commander J. de la Concha	Man
Capt. Texier	Naki
Capt. Com. F. Escudero	Man
Capt. Betschminkt	
Capt. E. Rodriguez Trujillo	Naki
Capt. Com. K. Benavente	Naki
Capt. Bouchacoff	Naki
Commander du Bois	Yama
Commander D. Begalado	Yama
Capt. P. Barreto	Naki
Captain Zoya	Naki
Capt. Linderoom	Yama
Capt. Iniviat	
Commandant Ganohet	Man
Commander Mackenzie	Man
Capt. Com. J. J. Ozamis	Man

The image is a high-contrast, black and white photograph. The upper portion shows a dense, grainy texture, resembling a wall or a large sheet of paper with a mottled appearance. A dark, irregular horizontal band runs across the bottom third of the image, suggesting a shadow or a change in the surface material. The overall effect is one of stark contrast and texture.

Commander Kachoff	Yokohama
Comdr. S. Moreno de Guerra	Yokohama
Comdr. O. F. Westcott	Yokohama
Captain J. J. Reed	Yokohama
Captain Radioff	Yokohama
Captain Virenius	Yokohama
Commander Koppel	Yokohama
Commander Woods	Yokohama
Comdr. Commander Vidol	Yokohama
Captain Thiele	Yokohama
Capt. L. Oedarto	Yokohama
Comdr. Rodionoff	Yokohama
Captain Baranoff	Yokohama
Captain Astromoff	Yokohama
Comdr. Commander F. Rabou	Yokohama
Comdr. Commander Joutet	Yokohama
Capt. Rogula	Yokohama
Comdr. Stankton	Yokohama
Comdr. Vandershoff	Yokohama

